

Luminio

# SPRAT FACTORY FOR GRIMSBY

GRIMSBY owners, managers and agents Tom Sleight (F.S.) Ltd. will get its own sprat processing scheme underway with the expected arrival in Grimsby next week of the Danish factory trawler *Luminio* (E 559). The 430-ton Esbjerg vessel is to start processing fish for the 22-strong local fleet of spratters.

*Luminio* is expected to stay in Grimsby until the winter sprat season ends in four or five weeks time.

The 20-year-old factory trawler has a capacity of some 600 tonnes and this will be more than doubled by using storage tanks in two bays.

The emulsified fish are transhipped in a tanker for the final phase of processing in Denmark.

One question mark has been over the siting of the storage bays within the fish docks complex. Sleight had to wait for a Docka Board decision over the bays and permission has now been given.

The Grimsby firm has taken this step due to pressure from the local fleet for an alternative market when the port's fish meal plant announced it was unable to cope with more than 100 tonnes of sprats a day.

This restriction led to queues of vessels — even though more than half the Grimsby fleet is based at North Shields. Some vessels were in dock over three days and others even found they got a quicker turn around by steaming to Denmark to unload.

Many skippers felt the Grimsby meal company was letting down the local fleet by giving other sources priority over sprat landings.

Last week Sleight transhipped almost 250 tonnes from the spratters *Somontha*, *Tino* and *Ellen* into the Danish klondyker *Centouri* (E 152) in a stopgap move to increase sprat landings.

Drivers for the fish meal company blockaded the sprat jerry where the transfer was to be made with vehicles. The men parked their cabs and trailers in an arc around the quayside and a local fish

merchant's trailer, brought in by Sleight to transfer the fish, was hurried until representatives from Sleight got the men to see reason.

The fish are being off-loaded into a trailer for weighing over a weigh-bridge and are then tipped on to a quayside shoot and into the holds on *Centouri*. The carrier then sets sail for Denmark.

Grimsby Fish Meal Co. has

offered vastly improved arrangements for sprats, due to the shortage of white fish and mackerel from Cornwall, and some boats continued to land to it.

However, most skippers are now pledged to Sleight's Anglo-Danish venture despite a payout slightly below the 15 per cent offered by the meal company. They feel they will get more trips in by landing to *Luminio*.

## 'Khartoum' out

BRITISH United Trawlers is putting the former distant water trawler *Rosa Khartoum* on charter for oil rig work.

The Grimsby-based vessel has not fished for over three months.

Last week the 163-footer, built by *Cochrane & Sons Ltd.* at Selby in 1957 and rebuilt at Drypool at Hull in 1964, was undergoing man-

datory modifications. The work was mostly to the fishroom but included the removal of fishing fixtures like travel galleys.

It is unlikely that the 500-ton vessel will ever resume fishing from the Humber. However, there was one piece of good news at the port last week. Consolidated Fisheries put *Huddersfield Town* back to sea.

## COMMENT

MINISTER John Silkin arrived back from Brussels this week in glory. His obstinacy in the face of severe opposition from the EEC to swallow a fisheries policy that would put the skids under our industry has been greeted with wild applause by most fishermen. But there could be a heavy price to pay.

As we pointed out last week, the vexed question of fishing off Norway is of paramount importance and the stalemate in Brussels this week, makes the prospect of a deal look even more slim.

Mr. Silkin was right to reject the idea of fishing plans being implemented which would rule out any onforcements on North Sea fishing and also wroops aside the demands for a dominant British preference.

On the other hand, the danger of Mr. Silkin's proposal for yet another standstill on fishing is the very thing that has provoked the Norwegians into making threats about closing EEC boats from her waters altogether.

EEC talks with Norway are due to resume next week and all along Brussels sources have intimated that a deal could only be on if there was a settled Common Fisheries Policy. We are no nearer to that since the previous talks last November.

Knowing the present state of disillusion with Britain in Brussels, there must now be real fears about the EEC's resolve in trying to placate Norway.

## fishing news

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# Aberdeen ship lost



Ben Heilem — now submerged after being beached on Harris. Her crew took to lifeboats.

## SALVAGE FIRM BUYS FREEZER

THE £1m. Hull freezer trawler *Conqueror* — declared a total loss exactly four weeks after going aground on the Cornish rocks near Mousehole — was being sold this week to the salvage firm Eurosalve for £5,000.

The deal to buy the broken freezer was being signed in mid-week.

William Holcroft, a surveyor for UK Trawlers Mutual Insurance Co., came to Penzance last week and twice went to the scene. The freezer had been handed to the insurers by the owners, British United Trawlers, as a constructive total loss.

This followed the decision by the salvage firm of Eurosalve of Folkestone — led by managing director Jim Rowland — to abandon its attempt to refloat the 240ft. *Conqueror* which went aground just before dawn on December 27.

Seagulls are gorging themselves on the frozen mackerel floating out of the hold.

## Gavina's cod is welcome

FLEETWOOD fish supply again proved inadequate to satisfy merchants' demands and there were only five landings by deep-sea vessels last week.

Top ship was inevitably the only local trawler to arrive back from the distant winter grounds — *Gobina* (Skipper Charlie Scott). She landed 730 kits, including around 600 of cod, for more than £25,000.

More of Fleetwood's J. Marr stern trawlers are working the area and the firm is dealing with the quota on a trip-in-trip basis.

*Gobina's* cod helped ease the shortage of the variety craved by prior fishing on the near water grounds. On Monday three near water vessels landed but they had only around 80 kits of the variety between them.

The former Aberdeen trawler *Admiral Howke* had 30 kits of cod in her total of 220 kits which sold for £5,775.

It was left to the pocket trawler *Resolute* to record the top average kit grossing of the day. She landed 141 kits, including 17 of hake, 20 of cod, five of whiting and 95 of mackerel which sold for £8,019.

Underwater work with Sonar gear includes general and explosive engineering, air-lifting and underwater survey.

The firm's salvage vessel is equipped with VHF radio telephone and is available for general survey work including seabed scanning with proton magnetometer.

Ashore, the company offers support facilities of a marine engineering workshop, storage, plus off-season accommodation for up to 20 people.

The firm has been formed by Jim Heilly and Terry Hiron, who are well known for their archaeological diving on the Isles of Selby.

ONE CREW MEMBER of the Aberdeen trawler *Ben Heilem* — lost off the Isle of Harris during last weekend's storms — was 16-year-old Allastair Stewart who was making a trial trip on the trawler to see if he liked the job.

The trawler, under Skipper Bill Legge, ran into a force ten

making for shelter when she hit a reef at the entrance to Hushinish Bay. It is understood that the weather was so rough

the trawler dragged her anchors. Skipper Legge knew the trawler was holed and was filling up and so had to run the trawler on to the shingle beach to save the lives of his crew.

A spokesman for har owners, Richard Irvin & Son Ltd., said that the vessel was holed in the fishroom and was making water fast. Skipper Legge had to keep the trawler's "bow up to get his crew off so he beached her."

Coastguards at Stornoway said that Skipper Legge was in complete command of the

situation and, along with his crew, got off the trawler using lifeboats.

The 16-year-old trawler had a crew of 14 and left for the fishing grounds on Tuesday last week. The men were taken to a hotel at Harris, and then from Stornoway by air to Inverness and home by train.

The owner's spokesman said that the trawler later slipped off the beach into deeper water and is now submerged. The vessel has still to be examined for a salvage report.

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"Let us now praise famous men"  
Ecclesiastes, St. Matthew (4:1)  
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To most of you they're legendary names from a long past catering scene; not real flesh and blood human beings whom you might have met — conversed with, drank with, worked with — but for me they were real. Larger than life, and in many instances even more frightening and ominous than actual day-to-day life.

I knew a helluva lot of 'em. I didn't become the oldest door-to-door smoked salmon salesman in London without coming under the spell of their often baleful influence, in the so called, good old days. I was there. And so, too, were Messieurs Arsene Avignon, Marius Dutrey, Eugene Harbodeau, August Laplanche, Françoise Ferdinand Perrin, Paul Lebrun, Henri Mallet, Francis Lathy et al.

Just a few of the many famous gentleman chefs who terrorised, and often made vexatious, my early, formative business years ... moulded me, perhaps, into the rather cynical old man I am today.

A coterie of capable culinary characters or, if you were on the other side of the stove — my side — the Dillingers, the "Lucky" Lucianos, the Al Capones, the "Legs" Diamonds of the hotplate.

But, in fairness, let me immediately add that, generally the Master Chefs, unlike the American chaps mentioned above, were not armed. Apart, of course, with handy-to-reach kitchen cutlery, and the satisfying, absolute power of being able to make or break lesser individuals in the catering world.

(When I was around 18 years, as green as a spring salad, as innocent as a spring chicken, and as pure as a spring well, I was chased out of the Stacey by the imposing Mons. Lathy who was brandishing a fearsome Jaegeri kitchen knife — although, at that moment, I did not slow down to take a really close look at the weapon. My sphincter muscle has been difficult to control ever since that exit).

Father-figures to their brigades? Were they? Wide-eyed, near-innocent (but not for long) youthful members of their kitchen staff; were forced, through the harsh, oppressive financial times of the twenties and thirties, to either pander to the phantasmagorical whims and ego trips of these eccentric and domineering dictators, or take their knives elsewhere.

Well respected? Greatly admired? Were they? Perhaps by their near and dear ones, but unless my memory fails me, not by those who tolled for them for a pittance, in their despotic kitchens. And certainly not by the suppliers of their meat, fish, poultry, groceries and fruit and veg.

The London West End Godfathers. A powerful Cosa Nostra "family" of almost unbelievable, selfishly misused power. The Borgias and Medici of our times; most of them over-endowed with rudeness and arrogance. But there was a lot to be said for them; in fact, they were always saying it.

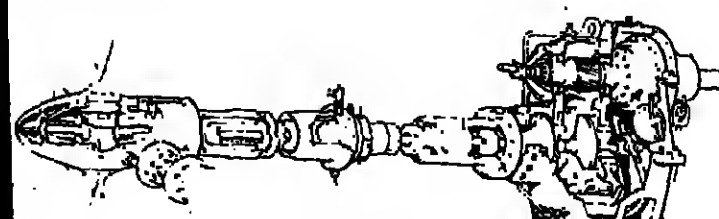
Ask any ex-fish cook of my age group — if you can find one — just how easy it was for him or his fellow countrymen to obtain a job slightly above that of kitchen porter, in any culinary establishment — during the 20's, 30's and early 40's — governed by an entrenched continental chef de cuisine.

Some of our present day chefs can be smug and difficult; a bit prone to cantankerousness. But, damn nearly all of them are fair-minded, and realise that we have to live and work together in an industry which gives us a fair chance to show our skills and earn a living; especially the chefs who prepare and cook the food, and the supplier, who provides a daily cornucopian larder of fine foods, which helps to make the joint effort so successful.

*W. Barnett of Frying Pan Alley*  
... and me

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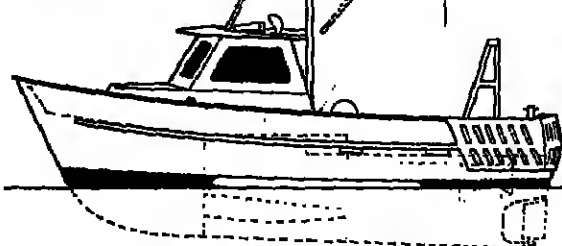
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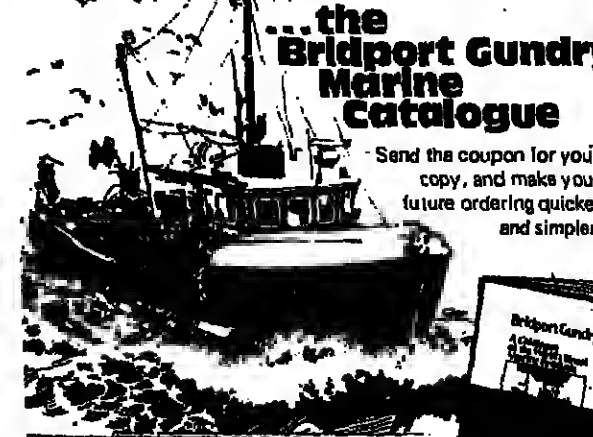


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NOW IN Frazerburgh harbour for final completion is the latest boat from the J. and G. Forbes yard — the 74ft. *Alta*. The wooden trawler has a 21ft. beam and is powered by a Kelvin 600 hp diesel. She has been designed mainly for bottom and mid-water trawling and will be skippered by John P. Duncan who will work her mainly out of Lerwick. Shaland, Shale is expected to go on trials in about two weeks. Full report and pictures in *Fishing News* soon.

## EEC VESSELS PROP UP GRIMSBY

ONLY SUBSTANTIAL landings by EEC vessels propped up Grimsby's flagging fish markets as the Humber port struggled last week to make do with a handful of indifferent middle and near water trips from its own fleet.

The local effort slumped to an obdurate 3,860 kits landed for the complete week; a figure only given a little respectability when hoisted to the final tally of 7,841 kits by 3,972 kits brought in by an armada of small vessels from Belgium, Holland and Denmark.

The supply situation was further aggravated by a short-fall in overland supplies due to the national fish shortage and bad weather.

More and more merchants were forced back on to frozen supplies, but these stocks are now dwindling at an alarming rate. Nor was there any consolation from the sight of the Icelandic cargo vessel, *Gadafosa*, discharging some 400 tonnes of frozen cod, had-duck and plaice only a stone's throw from the pontoon, in an adjacent commercial dock. Most of this fish was destined for Humberside's frozen food producers.

Without a solitary distant water landing the top local trip went to BUT's Ross Kipling (Sk. John Roberts). Back from 17 days on the Westernies she turned out 570 kits to gross £16,416.

Next best Westernies trip came on the same market from Taylor's Kyoto (Sk. Johnny Dacombe) with 423 kits worth £11,899.

Top effort in the North Sea went to Lindsey Trawlers' Lepanto (Sk. 'Butch' Nicholls) with a 390-kit plaice special from 14 days which sold for £12,424.

**Gales**

Earlier Tam Grant (Sk. Bob Sinclair) had chalked up £11,692 from 351 kits of flats after another 13-day trip.

The January gales virtually washed out anything special from the local anchor-owners and from five landings. Jubilee's Nyborg (Sk. Bjørn Olsen) came out on top with £3,270 from 74 kits of large North Sea cod.

Pride of place from the

foreign landings went to the Danish-registered Dane Hanne (Gasher 15 711) which set a new Humberside all-comers seiner record of £15,211 from a huge 388-kit cod catch.

Other big earners were Sammenwerking (Sk. 6331) at

£14,724 from 393 kits through Slights, Briston (Sk. 60) at £11,810 from 368 kits through Chapman's, and the Belgians *Atlas* (Sk. 418) at £14,000 from 313 kits and *Fuhon* (Sk. 313) at £13,000 from 376 kits and pieces through Richardson's.

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## Mackerel quota —industry split

A PROPOSED change in the mackerel quota system is meeting with a mixed reaction from the fishing industry. Instead of having quotas based on a daily system, the plan is for the introduction of weekly quotas. "We thought this might be simpler", Mr. J. G. Kelsey, MAFF fisheries secretary, told the sub-committee investigating the fishing industry last week.

## ARGENTINA CALLS IN AID

ARGENTINA has begun to explore the possibilities of her 200-mile fishing limit.

Japan's largest fishing company will conduct a year-long study to determine if the cold waters south of the 40th parallel can be profitably fished under a government contract.

The company, Nippon Suisan and Co., and four joint participants, will try to bring in a maximum 100,000 ton catch during the year. The other participants are Taiyo Fishery, Nichira Fishery, Tokyo Fishery, and Hyoka Fishery.

In addition to fishing and scientific investigation, the Japanese group will build a 30m. vessel for loan to the Argentine government.

If the experiment is successful a commercial operation will be started, using either small ships which will bring the fish to a plant on the Patagonian coast, or ships with on-board processing plants.

Representative bodies in the industry had been aund out about this change but comments so far show a deep division of opinion, said Mr. Kelsey.

Allegations of under recording of mackerel landings and transshipments to beat the quota system were continually being made, said the sub-committee. "None of these had been firm enough for us to take legal action", said Mr. Kelsey.

Discard allowances for fish also seemed to worry members of the sub-committee. Cod, whiting and haddock in the North Sea had exceeded ten per cent, said Mr. B. Parrish, director of research, in his evidence. "This had been brought about by good year classes, he explained.

While the discard rate in this area was around 40 per cent in 1976, Mr. Parrish expected this to fall considerably during 1978 because few of the fish will be under minimum size.

Asked if quotas strengthened the case for a no discard rule, Mr. J. Cormack, DAFS fisheries secretary, pointed out that this could cause further difficulties. Fishermen might be discouraged from working the grounds where they should be fishing, he said.

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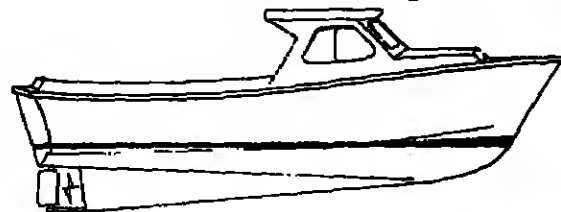
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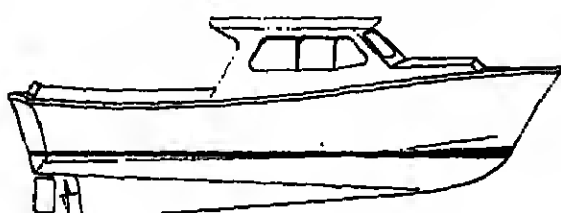
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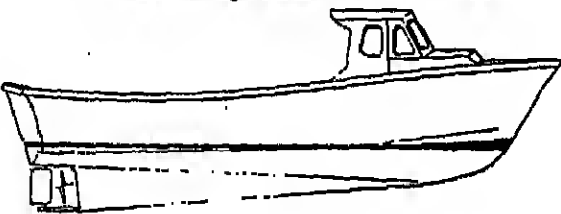
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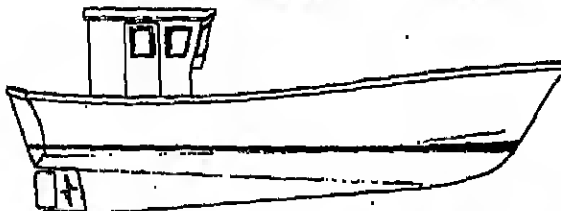
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## First pout box fine —£5,000 'MISTAKE'

A DANISH skipper has been fined £5,000 for being caught 1,300 yards inside the North Sea pout box conservation area in the first prosecution under the order.

Karen Gronbjerg, skippered by Kaj Morlinus Christensen, was intercepted by the fishery protection ship

HMS Jersey and escorted to Lerwick, Shetland, where he admitted fishing inside the 21,000 sq. mile prohibited area.

He was fined £5,000 and another £250 on a second charge which he also admitted — carrying a net with an under-sized mesh.

Sheriff Alistair Macdonald told him: "I have taken into account that this is the first prosecution under this new order; that you were only slightly inside the prohibited area; and that your navigation could perhaps not be expected to be as accurate as that of HMS Jersey."

"However, it is the duty of fishing skippers to note accurately their position in relation to fishery limits and to provide a safety margin to take into account any possible navigational inaccuracy."

"I advise all skippers to regard this as an exceptional act of leniency. The policy of this court with regard to illegal fishing remains unchanged — heavy penalties have been sanctioned by Parliament for the protection of fish stocks, and they will be imposed."

"I point out that the order contravened is non-discriminatory and applies to British as well as foreign skippers."

"It is for the benefit of all."



Left to right on Lowestoft dock: David Laws, Terry Syrett, Dennis Cook, Don Cole, Lenny Cole, D. J. Meenan and Sir Basil Parkes.

## 'Cobra' launched, 'Vixen' lands...

LOWESTOFT'S latest 86ft. stern trawler, *Boston Sea Cobra*, was launched at Richards Shipbuilders' Yorkmouth yard on Thursday last week only hours after her sister-ship *Boston Sea Vixen* made her maiden landing.

*Sea Cobra* — like the rest of the *Boston* fleet at Lowestoft — is named after a type of aircraft. She was launched by Patricia Hazell, wife of the owners' bank manager.

Workers at Richards' Southdown yard lined the quayside as she slid down into the River Yare. Then they went back to work on two similar trawlers being built there for Boston Deep Sea Fisheries — the last of four on order for the Lowestoft fleet.

### Sonar

Features of *Sea Cobra* include improved sound insulation in the crew quarters to minimise engine noise, sonar and the engine fitted forward and the net stowed off, leaving the midships section clear for fish handling and storage.

Her sister-ship, *Boston Sea Vixen*, made her maiden landing of 385 kits at Lowestoft on the same day after battling through a force nine.

The first kit was sold to Birds Eye buyers, Terry Syrett, for £80 and the money was promptly handed over to the Lowestoft Fishermen's Widows' and Orphans fund.

Watching her catch come ashore was Boston company chairman, Sir Basil Parkes. The first kit was sold by David Laws, Boston's senior salesman.

## We're just doing our job — PO

SIR, Your article on "Did PO run a monopoly?" in *Fishing News*, January 20, contains several inaccuracies which cannot be allowed to pass unchallenged.

It is quite untrue to say that processors had to attend meetings called by the SPD in Edinburgh. Processors involved in processing shrimps were invited to attend these meetings.

The meetings were called on the basis of a market mechanism operative by which supplies could be allocated.

The processors intimated that they did not want to see an auction system for shrimps introduced and the meetings were, therefore, one way in which supplies could be allocated at prices satisfactory to the catchers.

Nor is it true to say that prices were fixed or that prices were forced upon the processors. The prices paid were mutually agreed upon after negotiation, so there is no question that they were arbitrarily imposed. In fact there was a certain amount of disagreement among the processors involved with some of them being prepared to pay more than others.

What happened, therefore,

### LETTERS

was that the price fixing mechanism was shifted from the auction ring to the negotiating table.

As far as the actual system of allocation is concerned, this system was agreed with the processors and the suggestion that this be based on the number of peeling machines was, in fact, made by the processors.

It should be pointed out that one of the prime functions of a producer organisation is to improve the marketing of its members' produce and it was to achieve this that the organisation acted as it did.

The organisation does, however, agree that exploratory voyages for shrimp to the Minches are essential.

Last year the processors' organisation approached the WFA for financial assistance for such a venture, but were informed by the WFA that they could not finance any exploratory voyage.

JIM LOVIE, Chief Executive, Scottish Fishermen's Organisation, Edinburgh

## Regional rules a must

SIR, Your article in *Fishing News*, January 20, about Parliamentary consideration of shellfish regulations rightly emphasises the need for regional variations.

Not only do various parts of the UK have stocks of differing sizes, growth-rates and accessibility, they are exploited in varying degrees and are endangered by different factors which include proximity to Continental ports.

South Devon winkles, for instance, are now harvested so ridiculously small that they are getting a bad name; but, because there is neither a minimum size nor any security for those who transfer stocks to good grazing grounds, everyone takes all they can.

Scottish winkles are bigger, despite their slower growth, because they are relatively less heavily exploited.

## EXPORT REFUND

THE EEC Commission has changed the arrangements for payment of export refunds, starting from January 21.

An export refund of four units of account per 100 kg has been introduced for exports of salted mackerel to Jamaica, Trinidad and the Windward and Leeward Islands.

Exports of dried and salted cod and haddock have been extended to include Cameroon and Angola.

No export refund is payable on frozen cod fillets.

The other rules of export refund and destination remain unchanged. However, the Commission has decided to exclude Yugoslavia, Norway, Sweden and the Faroes Islands at least from the list of destination qualifying for the export refund.

Other countries may also be excluded from the same date and decisions on the matter will be published in Trade Press Notice.

Application for payment to: Intervention Board for Agricultural Products, Fountain House, 2 West Mall, Reading, Berkshire RG1 2QW.

## BEERFIGHT — MAN JAILED

A WORTHING fisherman has been jailed for 18 months after stabbing his partner with a gutting knife after an argument in a pub.

Nigel Harland (43) was found guilty of wounding Martin Osborne (29) of Worthing at Chichester Crown Court. Mr. Osborne had to spend four days in hospital with a collapsed lung.

Mr. Harland was stated to be in breach of a three-month suspended sentence for possessing a pocket knife as an offensive weapon.

Judge Christopher Cunliffe said the use of knives was not going to be tolerated.

Mr. Osborne told the jury there was no argument over a pint of beer in the Old England bar on Worthing seaford and Mr. Harland invited him to step outside and settle it.

Another fisherman, Patrick Doly, also of Worthing, said he saw Mr. Harland sweep round and stick the knife just under Mr. Osborne's armpit.

## £13M CATCH FOR SOUTH-WEST

BOATS FISHING from Westcountry ports earned a massive £12,957,000 last year — almost double the 1976 figure.

Plymouth, the main winter base for visiting purser and trawlers from northern ports, Scotland and Ireland, took a hefty £5,639,000 share of this total and was far and away the top port in the area.

Next came Newlyn / Penzance (£3,368,000), River Fal (£2,191,000) and Brixham (£1,709,000).

The figures reflect the growing importance of the Westcountry as a fishing area. In 1976 the total earnings for the area were just £3,767,000 and this had jumped to £7,210,000 in 1976.

Last year mackerel landings doubled from 50,000 tons to 100,000 tons.

A break-down of the 1977 figures show that Plymouth's total earnings came from 40,230 tons of demersal, pelagic and shellfish.

Pelagic fish (including mackerel) was the big earner — 77,780 tons brought in £4,406,000. Shellfish came second — 1,730 tons and £804,000 — and 730 tons of demersal fish fetched £419,000.

## Billingsgate

JANUARY sees the first wild salmon of the season arriving in the market: net-caught from Southern Irish rivers and rod-caught from the Tay and other Scottish rivers which have early opening dates. Prices reflect the scarcity and also the publicity value of serving the 'first salmon of the season'. But the £8 a lb. of the opening days soon drops to more realistic levels.

It is interesting to speculate on what effect farmed salmon will have on the market for wild fish. Some four years ago the first Marine Harvest fish started arriving and several merchants had a go at selling them. However, they were up against the conservation of the retailers — or was it their canniness that contrived to equate the spottiness of those fish with sea trout and kept the prices down to those levels?

This depression below expected returns, and union-imposed restrictions of sales elsewhere, caused Unilever to pull out of Billingsgate and concentrate on a flourishing export trade.

The gap was filled with Norwegian Mowfi fish, handled by Smithers and Skinner, which was less spotty but was affected over the next few years by the falling pound.

Now, it is no longer alone in the field. Two of the traditional salmon factors regularly offer farmed fish from Scottish sources. While those on sale at H. Barber and Sons are from a newly-formed company, Johnny Ringshaw of Grant and Mey is the London agent of a Scottish firm long established in catching and marketing wild fish. And a very good product they are.

Quality standards must be maintained — and the image of farmed salmon generally will fall if, as Johnstone's of Montrose did recently, boxes of damaged fish, bitten and bruised by some predator, are sent to market.

## 'Victory' sets new high

THE GRIMSBY inshore trawler *Victory* set up a new port earnings high for her class on Tuesday last week with a £5,647 grossing after an 11-day trip on the inshore grounds off Mablethorpe on the Lincolnshire coast.

Skipper George Reader, using the Cowall 100 ft. Concord inshore trawl, brought in 187 kits of cod and codlings which was quickly snapped up by fish-hungry merchants for a kit average of £33.21.

*Victory*, formerly *Pocem-in-Terris*, is now owned by underwater diving and explosives consultant Tom Walkley.

Her earnings over the last three trips stand at over £13,000.



## WFA rate changes

CHANGES in White Fish Authority and Herring Industry Board loan rates are now as follows:

Vessels under 80 ft. and new engines are: up to five years, 9½ per cent; five to 10 years, 10½ per cent; 10 to 15 years, 11½ per cent; 15 to 20 years, 12½ per cent.	For processing plants: up to five years, 10½ per cent; five to 10 years, 11½ per cent; 10 to 15 years, 12½ per cent.
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The rates on advances made before January 21, 1978, are unchanged.

## FISHGRAPH K

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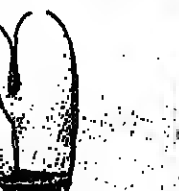
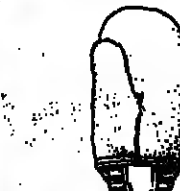
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